

Those who are expecting to travel the tedious road from Hankow to Ichang on their way to the celebrated Yangtze gorges, will be pleased to learn that a river has suddenly shortened itself by some twenty miles. One of the many long bends which the river is for ever carving out for itself in the soft alluvial mud of the great Hupoh plain, has been cut through this summer, and the channel has thus become widened sufficiently to allow steamers to pass it and so shorten their upward journey three to four hours. This work which has been gradually narrowing for some years past, owing to the current eating away at the two converging banks, is situated just about the upper end of Sunday Island or T'ien-hsing-chow—Stars of Heaven banks—as it is poetically and aptly denominated by the natives; the sandbanks being almost as numerous and as unfathomable as the stars of heaven. This reach is the crux of the navigation on the Yangtze River, as the bend of the Yangtze from the Tung-tung Lake up to the Tiger's Teeth Gorge—the King-mon or Gate of King—from the old kingdom of that name, is called. Curiously enough it is upon this bend, now relegated to the swamp and sandbank of a drying river bed, that is situated the only District City passed upon the interminable windings of the river through the plain. This is Shih-shou-hsien, a city built on a rock and thus able to defy the inexorable river which sooner or later eats away, one after another, the towns in its basin which lack protection from the river. Shih-shou-hsien, now cut off from the passing steamer, is a town of some 10,000 inhabitants, an unfortunate upstart of the China Inland Mission, who is being slowly harassed to death by the turbulent populace that inhabits this region. This part of the Great River is well described by Hakluyt, who must have seen the river at the disappearance of his patriotically remembered "Last Bottle Point."—N.C. Daily News.

THE N.C. Daily News of 22nd inst. says:—Trouble between the officers and men of a Blue Funnel steamer in the Yangtze, occurrence, and the internal management of these boats is so good, that any exception to the general rule gives rise to a good deal of comment and speculation amongst seafaring men in Shanghai. The case of the *Titan*, heard the other day in the Police Court, is a case in point. There, it will be remembered that eight of the crew, who were in Liverpool, preferred to go to jail for a week and forfeit their wages rather than return to the ship. The *Titan* sailed before the expiration of that term, and the eight men were put on board by the gaolers. They were not put into a safe keeping till the ship sailed, being under no restraint, they were not very long on board, till they "jumped" the ship again—as the nautical expression goes. Knowing that a warrant would be issued for their arrest, they took the precaution of escaping to the Pootung side immediately, and remained there amongst the Chinese till the ship sailed on Wednesday afternoon. The Captain was therefore obliged to ship substitutes in their place, and the *Titan* sailed with six black men on her articles, a very unusual thing for steamers of this line to do. One of the objections which shipowners and captains frequently make to the reason for not taking Englishmen instead of foreigners is that they are inclined to be intractable and given to grumbling. But Holt's steamers with their British crews go far to prove that this is incorrect. It is so very rarely that we hear of trouble on board one of these boats that we think it worthy of a passing notice. These eight men alleged in Court that they were overworked, but had no other complaint to make, and the steadfastness which they displayed in refusing to return to their work, and to accept the sensible advice of the magistrate to their effect, naturally leads one to suppose that there must have been some reason for their complaint. One of them said that his watch had only four hours off in the twenty-four. But on the other hand Captain Brown and the chief engineer stated that the men had no reason to complain of their work. We all know that Jack's life even on the best ships is not all beer and skittles, and though we readily admit his hereditary Englishman's right to grumble we think that there will generally be found to be some reason for chief complaints. In the present case, however, we think that there is one sea-lawyer amongst the eight men, who has led the others away. Efforts were made yesterday afternoon by Detective Jones, assisted by some Constables, to capture the eight offenders, but there was no chance of catching them in the labyrinth of Pootung. No doubt they will be arrested in a day or two, and properly punished for their reprehensible conduct, which, having regard to the general feeling of English shipowners towards crews of their own countrymen, is very much to be regretted.

THE SHANGHAI AUTUMN RACE MEETING.

SECOND DAY.

Tuesday, 6th November, 1888.

The *Northern Star*, value, Tls. 100; for China ponies, weight for inches as per scale; winner of the Malco Plate, 10lbs extra; entrance Tls. 5; Half-a-mile.

The *Shanghai St. Ledger*, a sweepstakes of Tls. 15 each with Tls. 100 added; first pony to receive 75 per cent.; second pony to receive 10 per cent.; for China ponies, weight for inches as per scale; winner of the Malco Plate, 10lbs extra; entrance Tls. 5; Half-a-mile.

The *China Star*, value, Tls. 100; for China ponies, weight for inches as per scale; winner of the Malco Plate, 10lbs extra; entrance Tls. 5; Half-a-mile.

The *Autumn Cup*, value, Tls. 100; for China ponies, weight for inches as per scale; winner of the Malco Plate, 10lbs extra; entrance Tls. 5; Half-a-mile.

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The *Hack Stakes*, value, Tls. 100; for China ponies (without restriction to height specified in bye-law No. 11) not other than entered at this meeting, and that have never won a race; weight 10lbs 12lb; entrance, Tls. 5. Once round.

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Insurances.

QUEEN FIRE INSURANCE COMPANY.
 THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
 NORTON & Co.,
 Agents.
 Hongkong, July 15, 1887. 1340

THE LONDON ASSURANCE.
 INCORPORATED BY ROYAL CHARTER OF His Majesty King George The Third, A. D. 1720.

THE Undersigned, having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
 Fire Department.
 Policies issued for long or short periods at current rates.

Life Department.
 Policies issued for terms not exceeding 25,000 at reduced rates.
 HOLLIDAY, WISE & Co.
 Hongkong, October 19, 1888. 1700

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.
 GILMAN & Co.
 Hongkong, January 1, 1882. 14

Intimations.

MOORE'S GOGO SHAMPOO WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.

THE Basis of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 6 to 8 feet long. By using this SHAMPOO WASH as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but by its cooling properties always the itching and fever of the scalp. Mr. Moore has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.
 CAMPBELL, MOORE & Co., Ltd.,
 Under Hongkong Hotel.
 Hongkong, May 17, 1888. 810

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMERLY sent to the land, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.
 In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
 D. GILLIES,
 Secretary.
 Hongkong, August 25, 1888. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG,
 Surgeon Dentist,
 (FORMERLY ASSISTANT TO DR. ROZES.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROZES.

CONSULTATION FREE.
 Discount to missionaries and families.
 Sole Address
 2, DUDDELL STREET,
 (Next to the New Oriental Bank.)
 Hongkong, January 12, 1888. 68

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would be materially aided by the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1) Glass Jars (for museum purposes).
 (2) Illustrated Papers and Books for the Student's Reading Room and Library.
 Address to
 JAMES CANTLIE,
 Hon. Sec. to the College.
 Hongkong, August 7, 1888. 1317

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsing-Tai at the following hours:—This Time Table will take effect from the 1st JUNE, 1888.

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M.	6.30 A.M.
6.45 "	7.00 "
7.30 "	7.45 "
8.00 "	8.15 "
8.45 "	9.00 "
9.15 "	9.30 "
9.45 "	10.30 "
10.45 "	12.00 "
12.15 P.M.	12.30 P.M.
12.45 "	1.00 "
1.30 "	1.45 "
2.00 "	2.15 "
2.30 "	2.45 "
3.00 "	3.15 "
3.30 "	3.45 "
4.00 "	4.15 "
4.30 "	4.45 "
5.00 "	5.15 "
5.30 "	5.45 "
6.00 "	6.15 "
6.45 "	7.00 "
7.15 "	

* There will be no Launch on Monday and Friday, on account of coaling.
 The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, &c. notice will be given of any stoppages.

Intimations.

HONGKONG RIFLE ASSOCIATION.
PROGRAMME OF THE SIXTH RIFLE MEETING
 HELD AT KOWLOON,
 ON
FRIDAY, NOVEMBER 2nd,
SATURDAY, NOVEMBER 10th, 1888.
AGGREGATE VALUE OF PRIZES.

Competitions open to All-comers.
 1. ALL-COMERS.—1st Stage, distance 500 yards. 2nd Stage, distance 300 yards. No. of shots, seven at each. Entrance fee, 30 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Association; aggregate value, \$122.00.

2. ANY RIFLE.—Distance, 500 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.
 3. ASSOCIATION.—For ANY RIFLE.—Distance, 500 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.
 4. CARRIAGE PRIZE.—Presented.—Open to people of Hongkong Public schools under 16 years of age. Rifle, Rook Rifle under 40 Cal. Distance, about 150 yards. No. of Rounds, 7 and one sighting shot. Four prizes.

Competitions open to Members.
 5. PRESIDENT'S.—Distance, 300 yards. No. of shots, seven. Entrance fee, \$1.00. Three prizes.
 6. QUEEN'S 1st STAGE.—Distance, 200, 300 and 500 yards. No. of shots, seven at each. Entrance fee, \$1.00. Three prizes.
 7. QUEEN'S 2nd STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards, fifteen at 600 yards. Two prizes.
 8. QUEEN'S 3rd STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, \$1.00. Two prizes.
 9. LADIES.—Open to Lady Members or their nominees. Distance, 300 yards. No. of shots, seven. Entrance fee, none. Five prizes.

Aggregates open to All-comers.
 10. VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers, whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.
 11. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.
 12. POLICE AGGREGATE.—Restricted to the members of the Police Force whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Four prizes.
 13. ALL-COMERS AGGREGATE.—For competitors whose respective scores in the two stages in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Two prizes.

Aggregates open to Members.
 14. LONG RANGE AGGREGATE.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregate. Entrance fee, \$1.00. Two prizes.

15. FANWEI CUP.—Silver cup presented by the Civilian Members of the Hongkong Rifle Association. Open to the Officers of the 8th Regt., and to be won by the highest aggregate score made in the 1st Stage. Entrance fee, none.
 16. NURSERY AGGREGATE.—Restricted to competitors who have never won a First or Second prize at any previous rifle meeting in Hongkong, and whose respective scores at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregate. Entrance fee, \$1.00. Two prizes.
 17. HANAPUR AGGREGATE.—For competitors whose respective scores (with monthly challenge cup points added) at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregate. Entrance fee, \$1.00. Two prizes.
 18. QUEEN'S AGGREGATE.—For competitors whose respective scores in the 'Queens three stages' make up the highest aggregate. 1st Stages 300, 500 and 600 yards. 2nd Stages 500 and 600 yards. 3rd Stages 800 and 900 yards. 1st Prize, Silver Cup presented, value \$100. 9 money prizes.
 And in connection with the above, 3 Extra Money Prizes for aggregates in 1st, 2nd, and 3rd stages.
 Also, A MATCH RIFLE with 300 rounds of ammunition, presented, for the competitor whose scores in 'All-comers', 'President's', and 'First' and 'Second Stages' make up the highest aggregate. Winner of Cup &c. included from taking this prize. Entrance fee, \$2.00.
 SWEEPSTAKES at Running Man and Vanishing Target. Open to all-comers during the meeting. Any Rifle.
 Pools at 200, 500 yards and Sauer. Open to all comers, M.H. Rifle or Carbine.
 Conditions &c.

1. To avoid delay, intending competitors are strongly advised to enter and obtain tickets for the various competitions before the date of the meeting. Application to be made to the Hon. Secretary, Hongkong Club.
 2. Post entries will be accepted on the ground.
 3. Sight. Paper or sliding wind-gauges on above, are not allowed.
 4. Persons wishing to join the H.R. Association should send their names, with that of proposer and second, to the Hon. Secretary not later than Thursday, noon, 8th November.
 Entrance fee \$5.00. Ladies \$1.00.
 The above programme subject to alteration. Programmes will be issued in the course of two or three weeks.

A SHELTON HOOPER,
 Hon. Secretary.
 Hongkong, October 6, 1888. 1692

RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LAY, GAYLORD & Co., and Messrs. KELLY & WATSON, Ltd., Hongkong; also, Mr. N. MORRIS, Amoy.

Hongkong, March 3, 1888. 363

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BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
 N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **SUBAT**, Captain F. SPEER, with Her Majesty's Mail, will be despatched from this Port for BOMBAY, ON WEDNESDAY, 7th November, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing. Silk and Valuable for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route via Colombo. For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The *Under and Value of Packages* are required to be declared prior to shipment. Shippers are particularly requested to fill in the *Bill of Lading*. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
 Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, October 26, 1888. 1602

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship **BATAVIA**, 2,653 Tons Register, A.M. Commander, will be despatched for VANCOUVER, B.C., via ROBE and YOKOHAMA, ON THURSDAY, the 16th November, at 3 p.m.

To be followed by the **S.S. PARTHIA**, on the 13th December, and **S.S. ABYSSINIA**, on the 10th January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
 To Vancouver & Victoria, Mex. \$100.00
 To San Francisco, Mex. \$125.00
 To all common points in Can-1 200.00
 To Liverpool ... 300.00
 To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
 Agent.
 Hongkong, October 17, 1888. 1750

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF NEW YORK** will be despatched for San Francisco via Yokohama, on SATURDAY, the 17th November, at 3 p.m., taking Passengers and Freight for the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
 To San Francisco ... \$200.00
 To San Francisco and return, ... 350.00
 To Liverpool ... 325.00
 To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same to be registered.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
 Agent.
 Hongkong, October 27, 1888. 1820

Mails.

NOTICE.
COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 14th Instant, at Noon, the Company's Steamship **YANGTSE**, Commandant LOMHIE, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 13th November, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPELUX,
 Agent.
 Hongkong, November 1, 1888. 1848

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship **BATAVIA**, 2,653 Tons Register, A.M. Commander, will be despatched for VANCOUVER, B.C., via ROBE and YOKOHAMA, ON THURSDAY, the 16th November, at 3 p.m.

To be followed by the **S.S. PARTHIA**, on the 13th December, and **S.S. ABYSSINIA**, on the 10th January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
 To Vancouver & Victoria, Mex. \$100.00
 To San Francisco, Mex. \$125.00
 To all common points in Can-1 200.00
 To Liverpool ... 300.00
 To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
 Agent.
 Hongkong, October 25, 1888. 1797

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 25th day of November, 1888, at 10 a.m., the Company's Steamship **SACHSEN**, Capt. von GIESSE, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 24th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, October 27, 1888. 1817

NOW ON SALE.

INDEX

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from

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Price, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WATSON, Ltd., Crawford & Co., Hongkong; and Messrs. KELLY & WATSON, Shanghai.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked L., near the Kowloon shore K., and those in the lido of the

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
 1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Amoy	3	c Bruhn	Ger.	str.	720	Nov.	5 Geo. R. Stevens & Co.	Newchwang To-morrow
Batavia	5	c uld	Brit.	str.	1661	Nov.	4 Adamson, Bell & Co.	Yokohama To-morrow
Bellona	5	c Haeleop	Ger.	str.	2 32	Nov.	3 Siemens & Co.	Bombay & S'apora 8th inst.
Bermuda	5	c Negri	Ital.	str.	1499	Nov.	20 Carlowitz & Co.	
Cher E. E.	5	c Phillips	Brit.	str.	1055	Nov.	18 Yuen Fat Hong	
City of New York	4	k Seale	Amor.	str.	3019	Nov.	5 P. M. S. S. Co.	
Decima	3	c Dinso	Ger.	str.	965	Oct.	28 Siemens & Co.	Mauritius To-morrow
Diamante	5	c Taylor	Brit.	str.	514	Nov.	6 Russell & Co.	Amoy & Manila To-morrow
Elektra	5	c Mora	A-Hun.	str.	2095	Nov.	4 A. Hungarian Lloyd S. N. Co.	S'apora & Bombay 10th inst.
Falkenberg	4	c	Ger.	str.	938	Oct.	11 Melchers & Co.	Saigon 8th inst.
Fidelle	5	c Broersen	Ger.	str.	832	Nov.	4 Wisler & Co.	
Glencoe	4	k Pearse	Brit.	str.	4205	Oct.	30 C. & O. S. S. Co.	Y'hama & San P'isco To-morrow
Guinea	5	c Mackinlay	Brit.	str.	1901	Nov.	4 Jardine, Matheson & Co.	Shanghai To-morrow
Haitan	5	k Ashton	Brit.	str.	1182	Oct.	23 Douglas Steamship Co.	Coast Ports To-morrow
Kwang Lee	5	k Andrew	Chi.	str.	1608	Nov.	60 C. M. S. N. Co.	
Lennox	5	c Thearle	Brit.	str.	1343	Oct.	30 Adamson, Bell & Co.	Yokohama To-morrow
Meiuts	2	c Moreck	Ger.	str.	339	Nov.	6 Wisler & Co.	
Mongkut	2	k Anderson	Brit.	str.	829	Nov.	4 Yuen Fat Hong	
Namoa	5	c Poock	Brit.	str.	826	Oct.	17 Douglas Steamship Co.	Coast Ports K'loon Do
Pemona	5	c Johansen	Brit.	str.	1541	Nov.	2 Edward Schell hars & Co.	
Phra Chula Chom Klao	5	c Heussen	Brit.	str.	1011	Nov.	2 Yuen Fat Hong	Swatow & Bangkok To-morrow
Pilot Fish	6	k Stopani	Brit.	tug.	61	Sept.	27 H. K. & W. Dock Co.	
Sardie	4	c Lohuedde	Fch.	str.	470	Nov.	1 A. R. Marly	Holhow, &c. To-morrow
Senchow	2	k Rowin	Brit.	str.	313	Nov.	4 Chinese	Swatow
Surat	5	c Speck	Brit.	str.	1676	Nov.	5 P. & O. S. N. Co.	Holhow, &c.
Thales	5	k Hunter	Brit.	str.	319	Nov.	6 Douglas Steamship Co.	Yokohama, &c.
Vernaph	5	c Lewis	Ger.	str.	74	Nov.	6 Wier & Co.	Nagasaki 10th inst.
Vernona	5	c Horne	Brit.	str.	1875	Nov.	5 P. & O. S. N. Co.	
Victoria	3	k Coundon	Brit.	str.	1530	Nov.	5 Takasima Colliery	
Visayas	4	c Ajubita	Span.	str.	406	Oct.	8 Chinese	
Sailing Vessels								
Carrier Dove	10	k Forsyth	Brit.	bgs.	1927	Oct.	7 Arnhold, Karberg & Co.	New York
Dione	5	c Peterson	Norw.	bgs.	747	Oct.	2 O'ndor	New York K'loon Do
Gr. Goodwin	5	c Piray	Amor.	sh.	1459	Oct.	1 Siemens & Co.	
Great Admiral	4	c Rowell	Brit.	sh.	1460	Oct.	18 Russell & Co.	San Francisco
Penelope	5	c Leary	Brit.	sh.	1859	Oct.	2 Melchers & Co.	San Francisco
H. G. Johnson	5	k Colby	Amor.	bgs.	1127	Oct.	26 Russell & Co.	
Itou	5	c Regnier	Fch.	bgs.	542	Oct.	9 Melchers & Co.	
Leading Wind	5	c Harvel	Amor.	sh.	1159	Oct.	9 Russell & Co.	New York, &c.
Mary L. Stone	4	k Gindley	Amor.	sh.	1420	Oct.	12 Pastau & Co.	
M-naria	5	k Kessler	Ger.	sch.	75	Oct.	21 Siemens & Co.	K'loon Do
Napapius	5	c Levitt	Brit.	sh.	1426	Sept.	12 O'ndor	
P. B. Blanchard	5	k Blanchard	Brit.	sh.	1204	Sept.	25 Arnhold, Karberg & Co.	New York
Raplaud	3	k Harkness	Amor.	sh.	1465	Oct.	30 Order	
Thorbecke	3	c Knippers	Dutch	bgs.	826	Oct.	30 Melchers & Co.	
Young Siam	5	k Koek	Siam.	bgs.	750	June	17 Chinese	Breaking